

REUTERS' TELEGRAMS.

[Continued from the "China Mail"]

London, 23rd February, 1898.
GREAT BRITAIN AND FRANCE IN AFRICA.
Mr Chamberlain, speaking in the House of Commons, confirmed the telegram concerning Akassa, and added that he could not believe the French Government had authorized the invasion of territory which itself had recognized as British.
A Paris semi-official note says it is untrue that French troops are in the vicinity of Sokoto.

WEATHER REPORT.

The following notice is issued from the Observatory:
On the 24th at 11.35 a. Barometric changes are slight. Pressure remains high over Central China, with moderate gradients on the coast and rather steep gradients in the China Sea. Forecast:—fresh N. winds; dull, some rain.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Hon. A. G. Wise, Puisne Judge.)
Thursday, Feb. 24.

THE INDIAN DRUGGING CASE.

Noor Din and Said Hassan, men of the Hongkong Regiment, were charged with administering a stupefying drug, called Sals, to an ex-servant of the Regiment, on 18th January, and also with the larceny of twenty-four sovereigns.
They pleaded not guilty.
The following jurors were empanelled:—Messrs J. T. de Silva, A. Pereira, F. M. de Gouveia, A. Abraham, C. Palmer, J. Klyne and Chung Tung.
Hon. W. M. Goodman, Attorney-General (instructed by Mr H. L. Denny, Crown Solicitor), prosecuted; Mr E. Robinson (instructed by Messrs Wilkinson and Grist) appeared for the defence.

GEO. FENWICK & CO., LIMITED.

The following is the Directors' report:—
The Directors beg to submit to the Shareholders a Statement of Accounts for the Year ending 31st December, 1897. The net profit for the year amounts to \$28,126.41, to which has to be added \$3,310.44 brought forward from last year's account. From this amount it is proposed to pay a dividend of 12 per cent., or \$18,000, to Shareholders, Auditor's Fee \$150, Directors' Fee \$1,000, transfer \$7,000.00 to Reserve Fund, and to carry forward the balance of \$17,356.85 to next year's account. The work coming to the Company during the year has kept the staff and plant fully employed, while the new tools acquired and improvements in the arrangements of the whole property have enabled the work to be carried out in a better and more economical manner. The Kowloon land which belonged to the Company has been sold at a satisfactory profit.
Directors.—Mr W. Parlane, according to the Articles of Association, rotates at this time, but offers himself for re-election.
Auditor.—The Accounts have been audited by Mr T. Arnold, who offers himself for re-election.

Wm. PARLANE,
Chairman.
Hongkong, 21st February, 1898.

AMOI NOTES.

(From Our Own Correspondent.)
Amoy, February 21.

A FIERCELY SYNDICATE.

Owing to the recent fall in Exchange and the enhanced cost of living, rumour has it that a Syndicate is in existence, headed by two Customs Officials intimately associated with several other kindred spirits in the Service, for the purpose of venting the latest news, obtained through Reuters' Telegrams, on the cheap. The opinion is generally shared that if such a Syndicate actually exists, some means should be devised to stop these piratical attempts at obtaining news of the outside world on disproportionate terms, or even at the 80 cent per capita touch. Such a line of defence would do good in administering a wholesome lesson in equality, virtue, and public-spirituality.

A VALUED ATTACK ON THE COMMERCIAL COMMUNITY.

A reverend gentleman newly arrived from home, and connected with one of the Protestant missions, preached last Sunday for the first time in Kulangsu Chapel. Many of his hearers must have been struck with a few of his utterances while engaged in prayer, enunciated in extemporaneous tones, and appealing to the Almighty to look with mercy upon those of his fellow-countrymen occupied in these parts with the worldly spirit of money getting, and that equity and justice might be maintained between man and man. This is little else than giving the soft impeachment to Britishers of immoral trading, and anything but complimentary to those engaged in commercial pursuits. These remarks are indeed unique, coming as they do from the lips of a man who is at the present incapable of forming an unbiased opinion.

THE MAIN DELAY.

Your Postmaster General appears to be suffering from the disease of gross torpor. The same mail was delivered in Hongkong at 11 a.m. on the 19th inst., and since then the *Hermes*, *Yungwang*, and *Jacon* have arrived in port minus the mail. Such treatment at the hands of Government servants is nothing short of scandalous.

LATER.

Since the above was written the *Hermes* has arrived, but is reported to have no mail on board.

LOCAL COMPAGNIES.

Local Companies, 6 Places, by Orange, Ward, Co., Xmas 1897. Price, \$1.00.—Robinson Piano Company.

THE CHINESE SYSTEM OF WRITING.

Chinese Characters.

To the Editor of the "China Mail."

Hongkong, 23rd Feb. 1898.

Dear Sir,—I have read Mr Krong's letter re a "Phonetic System of writing Chinese" appearing in your issue of yesterday's date. Mr Wong Yuk-Choi is a Chinese pastor of this Colony, and Wong Kok-Shan and Wang Kwong are his two sons.

The work has been compiled by their united efforts, and although it is a paltry thing, it is feared the labour has been wasted.

The system is a mixture of Chinese, Pinyin, and English, and is not a new system, but a patchwork of old and new.

Mr Wong's system appeared some time last year, but so far, it has not met with the public approval, public opinion being against the constructional parts of the words, many being too grotesque and confusing.—I am, yours truly,

LO MAN-PAT.

CORRESPONDENCE.

THE NEW SYSTEM OF WRITING.

Chinese Characters.

To the Editor of the "China Mail."

Hongkong, 23rd Feb. 1898.

Dear Sir,—I have read Mr Krong's letter re a "Phonetic System of writing Chinese" appearing in your issue of yesterday's date. Mr Wong Yuk-Choi is a Chinese pastor of this Colony, and Wong Kok-Shan and Wang Kwong are his two sons.

The work has been compiled by their united efforts, and although it is a paltry thing, it is feared the labour has been wasted.

The system is a mixture of Chinese, Pinyin, and English, and is not a new system, but a patchwork of old and new.

Mr Wong's system appeared some time last year, but so far, it has not met with the public approval, public opinion being against the constructional parts of the words, many being too grotesque and confusing.—I am, yours truly,

LO MAN-PAT.

INTERESTING NEWS FROM VIADIVOSTOK.

Russian Mercantile Developments.

Continued.

The *Yusika Nippi*, on the authority of a correspondent in Vladivostok, publishes the interesting information that the Russian Government is about to inaugurate an extension of the Russian service of steamers to the Orient, which the writer thinks, when carried out, will revolutionize the existing communications in the Far East. The writer says:—The railway between Vladivostok and Harbin, already being completed, and the time distance between Vladivostok and Central Siberia has been considerably shortened. Meanwhile the Russian marine trade in the Orient has increased, and the Russian Government is now considering, with Messrs. Scherwelf & Co., upon the question of inaugurating new steamship services in the Orient. The scheme, it is stated, includes:—

1.—A weekly service of steamers between Vladivostok, Hongkong and Shanghai, the steamers to call at Nagasaki and Canton.

2.—A service of steamers running between Vladivostok and the Korean ports, Newchwang, Tientsin, Cheloo and Shanghai. The line will run in connection with the Russian-Chinese steamer line, the regular boats on the Sanghar river.

3.—A line between Shanghai and Hankow. This line is to connect with the steamers of the Volunteer Fleet running from the Baltic Sea to Vladivostok.

4.—A line between Vladivostok, Hakodate and Yokohama. By the latter route a connection will be formed with the American steamers and the Siberian railway. It is reported that Mr Scherwelf is already negotiating the advantages of this line and connected with the connection.

5.—A regular service of steamers was opened by Japanese the year before last between Hakodate and Vladivostok via Niigata, and the correspondent of the *Yusika Nippi* expects to consider the project of a Russian proposal.

6.—A line between Vladivostok, and Hakodate, Niigata, and at the mouth of the Amur river, and is a commercial centre in the north, especially for fish. The number of fishermen proceeding there from Hakodate is increasing yearly. About ten steamers of 400 to 500 tons burden are sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

7.—A line from Vladivostok to Niigata via Saghalien and the Tatar Strait.

8.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

9.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

10.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

11.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

12.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

13.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

14.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

15.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

16.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

17.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

18.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

19.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

20.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

21.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

22.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

23.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

24.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

25.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

26.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

27.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

28.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

29.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

30.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

31.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

32.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

33.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

34.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

35.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

36.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

37.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

38.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

39.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

40.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

41.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

42.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

43.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

44.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

45.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

46.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

47.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

48.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

49.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

50.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

51.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

52.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

53.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place is very prosperous in summer time. The Russian steamers on this line are intended to call at the ports on both sides of the Tatar Strait and at Otaru, Hokkaido.

54.—A line from Vladivostok to Patru, paulovsk via Saghalien.

The two last-named lines are already opened by the Volunteer Fleet steamers, and the proposal is sent there to transport every year to carry fish, in addition to some hundreds of sailing vessels and junks. The place

765-3

ADVERTISING

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R..... WEDNESDAY, 16th Mar./98.
EMPRESS OF CHINA...Comdr. H. PUGH, R.N.R..... WEDNESDAY, 18th April/98.
EMPRESS OF INDIA...Comdr. O. F. MARSHALL, R.N.R. WEDNESDAY, 27th April/98.

— — —

THE magnificent TWIN-SOREY STEAMSHIPS of this Line pass the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (2.5.), in 13 DAYS, saving THREE DAYS to a WEEK in the Trade-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SEABOARD R.R. (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS
 TRANS-CONTINENTAL TRAINS (the Company having received the highest award
 for same at recent Chicago World's Exhibition), and the diversity of MOUNTAIN
 MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
 operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, etc., apply to
 D. E. BROWN, General Agent,
 HONGKONG, February 21, 1898. PEDDER STREET. 365

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
 Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA,	FOR PORTLAND, OREGON,
IN CONNECTION WITH	IN CONNECTION WITH

Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Glynnia.	2,068	F. H. Dobson.	Mar. 6	Agona.	3,401	E. Porter	Mar. 15
Columbia.	2,876	A. Gow.	Mar. 6	Maer.	3,654	W. H. Wright	Mar. 29
Tacoma.	2,649	A. Dixon.	Apr. 12	Argyll.	2,907	W. Ward	May 3
Victoria.	3,167	J. Truebridge.	May 12				

THE KIDNEYKE and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, ETC.

The test route to the **KIDNEYKE GOLD FIELDS.** Frequent sailings from **VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL.**

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the office of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Freight must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.

D. stations.

Sailing Dates.

OMI MARU, O. YOUNG,	SYDNEY and MELBOURNE, Via THE RED SEA ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 20th Feb., at 4 p.m.
WAKASA MARU, J. B. MACMILLAN,	YOKOHAMA, KOBE and MOJI.	WEDNESDAY, 9th Mar., at 4 p.m.
TOSI MARU, O. H. LO AT,	MARSEILLES LONDON and ANTWERP, Via SINGAPORE, (Transhipping Cargo for JAVA PORTS, PANAMA, COLOMBO & PORT SAID.)	THURSDAY, 17th Mar., at 4 p.m.
YAMAGUCHI MARU, S. KAWANISHI,	KOBE and YOKOHAMA.	THURSDAY, 17th Mar., at 4 p.m.

YDZUMI MARU, R. KUROSE,	BOMBAY, Via SINGAPORE (Transhipping Cargo for JAYA PORTS) and COLOMBO.	TUESDAY, 22nd Mar., at Noon.
KANAGAWA MARU J. MACKENZIE,	KOBE and YOKOHAMA.	WEDNESDAY, 23rd March, at 4 p.m.
HIJUNJI MARU, A. K. MEE,	SEATTLE, Wash., U.S.A. Via Kobe & Yokohama.	THURSDAY, 24th March, at 4 p.m.

18, PRAYA CENTRAL. (Hafely Pinpointing with Dr. I. Saraga)

FOR SALE.
TEAKWOOD STEAMER now Build-
ing under Special Survey:—
Length Overall, 165 feet.
Beam Deck Level, 36 feet.
Water Line, 22 feet, 6 inches.
Depth of Hold, 10 feet.
Surface condensing Engines.
Cylinders L.P. 80, H.P. 17, Strokes 24,
2 Steel Boilers, 6' x 7' 8" each; pressure
110 lbs. Speed 12 miles.
Hongkong, January 17, 1898. 108

MISSING FRIENDS.
THOMAS COLLINS FIBBERT, former-
ly Engineer, C. S. N. Co. is

DEPART.
No. 6, Queen's Road, Central.
Hongkong, January 1, 1898.

Mitsui Bussan Kaisha,
No. 8, des Hoies Street, Frong Central.

HEAD OFFICE:—Tokyo.
BRANCH OFFICE:—London, New York,
Shanghai, Hankow, Singapore, Hong-
kong, Amoy, Swatow, and all Ports in
JAPAN.
AGENCIES:—
MINA OSAK MINA
OSAKITA OSAK MINA
KYOTO MINA
YOKOHAMA, KAWASAKI, MANAMA, CO., LTD.
YOKOHAMA, KAWASAKI, MANAMA, CO., LTD.

[illegible]

Merchant Vessels in Hongkong Harbour

To facilitate finding the position of Green Island. Vessels near the Hong Kong Shipping or midway between each shore

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour.
4. From Harbour Master's to the P. & O.
5. From P. & O. Co.'s Office to Peddar's.
6. From Peddar's Wharf to the Naval Yard.

<i>Vessel's Name.</i>	<i>Dist. from shore.</i>	<i>Captain.</i>
<i>Steamers.</i>		
<i>Amara</i>	3	<i>Rolfs</i>
<i>Bonifig</i>	5	<i>Wallace</i>
<i>Benvenne</i>	3	<i>Sarcho</i>
<i>Butan</i>	3	<i>Maddring</i>
<i>Cora</i>	5	<i>Fork</i>
<i>Chelydra</i>	3	<i>Cass</i>

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to Post Point.
9. From Kellert's Island to North Point.
10. From Kenner Wharves.
11. Jardino's Wharf.

Master's (Office.
Co.'s Office.
Wharf.
rd.

Cosmopolit.	3	Fuz
Dante	3	Kopke
Dardanus	3	Gregory
Donar	3	Grundmann
Emperor of Japan	3	Lee
Emmerich	3	Taylor
Foosang	3	Straccon
Fushun	3	Lunt
Germania	0	Muller
Gloashiel	3	Jones
Houkang	3	Bastian
Imperial Maru	3	Brumel
Kang-rai	3	Brumel
Kwang Lee	3	Linein
Letimbro	3	Baldito
Loksang	3	Leusk
Lveemoon	3	Heuterman
March	3	Krutzfeld
Memor	3	Wright
Mongkut	3	McClung
Ocampo	3	McElwain
Omi Maru	3	Young
Phra Nang	3	Watton
Progress	3	Brandt
Quinn	3	Smith
Tachew	3	Pearce
Tai Lee	3	Calander
Tai Yick	3	Chmidt
Thales	3	Hall
Turbo	3	Moses
Urd	3	Haas
Urd	3	Stinson
Sailing Vessels		
Anna Bertha	2	Nielsen
Fazio Schoffele	2	Veitch
Genista	2	Gerard
Lothar	2	Santa Forato
L.R. Rickmers	2	Walton
Quintus	2	Walton
G.R. Thomas	2	Rinder

Her Britannic

Santa Cruz	2	O'Keefe
Sumatra	2	Jones
Talokan	2	Molander
West York	2	

Her Britannic

Name.	Rig.

c Majesty's Ships on the China Station.

Locality	despatch-vessel
Algeria	sloop
Archier	cruiser 3rd class
Centaurion*	twincrow battle sloop
Daphne	cruiser 1st class
Edgar	g-b-t, 3rd class coast
Esk	cruiser 2nd class
Flora	in-lan-screw cruiser
Gratton	torpedo boat destroyer
Handy	torpedo boat destroyer
Hare	torpedo boat destroyer
Humber	storeship
Immortalite	armoured cruiser
Japania	cruiser 2nd class
Liamon	gun-vessel 2nd class
Narcissus	armoured cruiser
Proctor	gunboat 1st class
Phoenix	sloop
Plancy	gunboat 1st class
Plancy	cruiser 2nd class
Plancy	cruiser 2nd class
Powerful	flagship
Rainbow	cruiser 2nd class
Rattler	gun-boat 1st class
Recluse	gunboat 1st class
Swift	gun-vessel 2nd class
Tasor	receiving ship
Tasor	g-b-t, 3rd class coast
Undanted	cruiser
Victor hussard	receiving ship
Wiven	coast defence ship

Torpedo Boat in Reserve Nos. 8, 2, 3,
 * Flagship of Vice-Admiral Sir Alcock

Foreign Men-

Name.	Flag and Rig
Admiral Korneloff	Russian cruiser
Admiral Nakhabin	Russian cruiser
Albatros	German cruiser
Albatros	German cruiser
Albatros	Spanish gunboat
Albatros	French gunboat
Albatros	French flag ship
Albatros	Portuguese gunboat
Albatros	Russian sloop
Albatros	U. S. cruiser
Albatros	Spanish cruiser
Albatros	Spanish troop ship
Albatros	French gunboat
Albatros	American cruiser
Albatros	German cruiser
Albatros	French cruiser
Albatros	Spanish cruiser
Albatros	Spanish cruiser
Albatros	Spanish gunboat
Albatros	Russian troop ship
Albatros	Spanish gunboat
Albatros	Russian gunboat
Albatros	German cruiser
Albatros	Spanish protected or
Albatros	S. antih protected or
Albatros	Spanish cruiser
Albatros	German flag ship
Albatros	German cruiser
Albatros	Russian sloop
Albatros	Spanish transport
Albatros	Spanish sloop
Albatros	Spanish gunboat
Albatros	German gunboat
Albatros	U. S. sloop
Albatros	U. S. flag ship
Albatros	Russian gunboat
Albatros	Russian cruiser
Albatros	Austrian cruiser
Albatros	French cruiser
Albatros	U. S. gunboat
Albatros	German cruiser
Albatros	Spanish cruiser
Albatros	American cruiser
Albatros	Russian cruiser
Albatros	Russian flag ship
Albatros	Russian gunboat
Albatros	Russian cruiser
Albatros	French gunboat

	Tons.	Guns.	I.H.F.	Captain.	Where at.
	1770	10	3000	Commander Smith-Dorrien	Obasan
	1060	6	1000	C. Maudslayi E. F. Donville	Obasan
tp	7770	6	3500	Comd. C. J. Kingemall	Hongkong
	10,590	14	13,100	Captain Jelliffe	Obasan
	1130	8	2600	Commander Galloway	Nagasaki
	7300	8	2600	Capt. H. King Hall	Hongkong
del. ne.	963	2	200	Lt. Com. Chadwick	Hongkong
	465	2	360		
Lot class	7380	12	12,000	Captain B. P. Jones	Nagasaki
yer	280	6	6000	Lieut. A. Gillespie	Obasan
yer	260	6	6000	Lieut. H. F. Sheepspear	Obasan
	800	8	800	Commander Grammer	Obasan
lot class	5000	12	8600	Captain Edward Chickering	Obasan
	3000	8	9000	Capt. H. F. Pelling	Nagasaki
	766	2	870	Commander R. C. Averkes	Nagasaki
lot class	3600	12	8600	Com. W. C. C. Forsyth	Nagasaki
	730	6	1200	Com. W. P. St. John	Hongkong
	1050	6	1400	Capt. Cochran	Nagasaki
	20	6	200	Lieut. Dormer	Shanghai
	3000	6	9000	Capt. A. C. Corry	Shanghai
	1200	8	1200	Lieut. Spruce V. Y. de Hones	Shanghai
	14,200	12	14,200	Com. H. L. Malins	Hongkong
	900	8	9000	Capt. V. A. Tisdall	Nagasaki
	271	6	1200	Lt. Com. Hon. G. A. Harding	Boketos
	606	6	1500	Lieut. Com. E. H. Grafius	Chempulo
	766	2	870		Hansen
	2947	12	12,000		Hongkong
	766	2	200		Hongkong
	5700	8	8600	Capt. A. C. Clarke	Nagasaki
com.	7700	14	14,000	Commander S. Holland	Hongkong
	7700	8	14,000		Hongkong

Tons.	Guns.	H.P.	Captain.	Where at
50.0	16	9000	Captain Miles	Fort Arthur
7781	18	10400	Captain Nibgatoff	Hongkong
812	2	780	Captain Richmond	Vladivostok
1644	8	2740	Captain Becker	Kiaohsu
608	6	300	Commander R. Cabrera	Manila
12	3	500	Commander Jover	Bangkok
65.0	12	500	Commander James	Along Bay
400	5	400	Li.-Com. S. Alarques	Amoy
860	2	1160	Captain Bonnard	Singapore
3090	8	3700	Captain F. Walde	Nagasaki
3.80	6	4440	Capt. A. Martin de Oliva	Manila
432	2	600	Lt. ut. A. Herrera	Manila
590	3	600	Lieut. Simon	Solo
1440	8	2940	Capt. Brumby	Kiochoa
4000	11	8500	Capt. Burard	Kiochoa
6000	16	7000	Captain Withhoff	Kiochoa
1200	4	1220	Am. E. Holton	Nagasaki
113	4	1040	Commander J. de la Comba	Manila
1658	8	2460	Capt. Texier	Manila
560	3	600	Lieut. Com. F. Escudero	Manila
500	9	3500	Capt. Serebrennikoff	Manila
1200	2	1000	Capt. R. Rodriguez Trujillo	Manila
620	3	600	Lieut. Com. R. Bonavente	Manila
1466	3	2400	Capt. Bonchareff	Nagasaki
400	2	800	Commander de Bois	Amoy
1048	4	2800	Commander de Becard	Manila
1048	4	2200	Commander P. Barreto	Manila
7877	15	5700	Captain Zey	Along Bay
3581	20	14000	Captain Koolross	Kiochoa
1200	9	1400	Capt. Lindroem	Kiochoa
1642	2	1800	Capt. Ivich	Kiochoa
1940	2	750	Lieut. Com. J. J. Ozamla	Manila
1200	3	1400	Commander Kachaloff	Vladivostok
500	3	550	Lt.-Com. S. Moreno de Guerra	Manila
1970	6	850	Commander Marten	Hongkong
8800	14	17,800	Com. O. W. Farabolt	Manila
1400	2	2000	Captain Gledley	Hongkong
6000	15	8000	Captain Chapman	Nagasaki
1640	12	8300	Captain Virenius	Fort Arthur
3958	14	8300	Commander Bar. de Chan	Sakae
650	4	1320	Commander L. R. Wood	Amoy
4402	12	5000	Captain Dallas	Hongkong
3200	6	5950	Comdr. De Godes	Kiochoa
3900	—	—	Comdr. Ogden	Amoy
12,902	—	—	Captain Donnell	Hongkong
10,928	26	18,200	Comdr. Rodolfo	Hongkong
950	2	1120	Captain Burnard	Fort Arthur
800	2	1120	Captain Arrows	Vladivostok
800	3	800	—	Nagasaki
1150	3	1800	Commander J. Nelson	Manila
500	11	3800	Capt. Bogala	Manila
1331	0	1100	Commander J. de la Comba	Nagasaki

Printed and published by G. M. M.

SECRET